

fore the courts, the crew having opened suit. The ship should be fined heavily, and a sufficient sum collected to pay a large amount to each sufferer. As for the captain and mate, imprisonment is too good for them.

Cases of this nature frequently are presented before the courts by the crew of a vessel, but in the poverty of the sailors they are unable to prosecute them to a conclusion. The courts defer the case, the men are obliged to ship for some foreign voyage, and justice is thus cheated. We hope this will not be the result in this instance.

Railroad Disasters—Is There No Way to Prevent Them?

The frightful disaster on the Long Island Railroad leads again to the often repeated question, how are such things to be prevented? These terrible accidents, as they are called, and a few of them may be purely so, are of such frequent occurrence in this country that people cease to think of them seriously longer than a day or two. So we go on, one catastrophe following another, and the last one obliterating the remembrance of former ones. The authorities and people come to regard them as ordinary and inevitable occurrences, and after the momentary excitement is over give no heed to the cause or prevention of such disasters. Yet human life ought to be regarded as more precious, and some general system of inspection of railroads and laws for regulating them ought to be established. It has been well said that corporations have no souls. They only look to their own interests, or supposed interests, and squeeze all the money they can out of the public without giving proper protection or accommodation. At one time the cause of accidents is a broken rail, at another defective rolling stock, and then again the stupidity or neglect of railway employees. But in nine cases out of ten the fault lies directly or indirectly with the company. Seldom, too, are companies punished; for by the adroit management of lawyers and the ignorance or obtuseness of juries they escape the meshes of the law. Still something can be done, and, as we said, ought to be done, to prevent such slaughter of our fellow beings. We need stringent inspection laws to see that the rails, bridges, embankments, cars, engines and everything pertaining to railroads be kept in the most perfect order, and that the inspectors and companies be held responsible and under the severest penalties for neglecting their duties. We call upon the Legislature to give this necessary protection to the public.

The Condition of Mexico—Is She Worth Saving?

We have recently devoted a great deal of space, and do so again to-day, to our voluminous but graphic correspondence from the west coast of Mexico. The picture which it presents of the condition of the neighboring republic is the most fearful that can be given by the pen. Government is dissolved and society is a prey to the strong-handed and lawless. The pursuits of industry are so frequently interrupted that famine is foreboded, and political discontent with the weak and miserable government of Juarez presages an early abandonment of the nominal respect which for some time has been paid to it. Placido Vega has proclaimed independence in Sinaloa, and the federal officers have been ordered out of the State; but it is questionable whether the country is even sufficiently prosperous to make a revolution. It would seem rather that elements of private disorder are stronger than any constructive power which public leaders can evoke. President Juarez has asked of the reassembled Congress a grant of extraordinary powers, and from an informal vote during the discussion, it seems probable that these will be given. Thus a new attempt is to be made to save society by the setting aside of individual rights. Whether success will attend the effort is very doubtful.

In this state of things we are told that the General in command of the District of the Pacific has orders to hold his force well in hand on that coast, and a United States sloop-of-war has been directed to survey the ports of the Gulf of California. From Mexico come frequent denials of any scheme being under private consideration by the United States Minister and President Juarez; but the very frequency and vehemence of these carry a conviction the reverse of the import of their words. On the frontier of the Rio Grande exists a state of things which, if Texas were reconstituted with a civil government, would result in serious reclamations upon the federal government for compensation. Whether all of these signs indicate a new effort to supply the exhausted Mexican Treasury with American gold in exchange for territory, or a new inroad of Pacific filibusters, or a general call from Mexico for the formal establishment of a protectorate is of little import. These are only variations of the coming event.

There is very little doubt that our government will be called at an early day to exercise its authority over the territory in question, and the real problem to be solved is this: Is the present population and society of Mexico worth saving? One influence is at work which doubtless will be strengthened by the events of the last winter. We allude to the process of depopulation which is going on in all Northern Mexico by the savage tribes of Indians, who find it easier to plunder the Mexican towns and villages than to fight United States troops and emigrants. Sheridan's recent campaign will not tend to retard their migration to Mexico, and our advice from the capital of that republic indicate that President Juarez thinks it better to sell the territory he cannot hold than to spend money in vain efforts to reconquer it. The views of our Mazatlan correspondent are worthy of consideration, and perhaps they may throw some light on the value of Mexican society as it exists to-day.

THE MCCORMICK MURDER.

Charles Miller, a laborer, while at work at the Cooper Institute last night, botching bricks on the elevator in the building, was struck by one of them, falling a distance of nearly one hundred feet, producing a fracture of the skull. He was at once removed to Bellevue Hospital, where he lies in a dangerous condition.

ABOLITION OF THE DEATH PENALTY.

The Court of Appeal has had under consideration the penal code for some time. They have concluded their examination, and have unanimously agreed upon the abolition of the death penalty.

DENMARK.

The Danish Press on the Sale of the West India Islands—Complaints of Disrespectful Treatment. COPENHAGEN, April 24, 1869.

The Dagbladet newspaper has an article upon the purchase of the Danish West India Islands by the United States, as arranged with the Secretary of State of the last American administration. It says that the question of the acquisition of the Antilles by the United States has been discussed in America, by the recent action of its Congress, of a want of respect to the government of Denmark. It also states that if the measure finally miscarries Count Raschke will resign.

THE DANISH PRESS ON THE SALE OF THE WEST INDIA ISLANDS—COMPLAINTS OF DISRESPECTFUL TREATMENT.

COPENHAGEN, April 24, 1869.

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TELEGRAPHIC NEWS FROM ALL PARTS OF THE WORLD

Probable Recognition of the Cuban Belligerents by England.

Military Preparations Going On in Nassau.

A Spanish Demand for the Surrender of Cubans Refused.

Queen Isabella and Her Heirs Forever Excluded from the Spanish Throne.

Explosion of the Steamer Useldu on the Missouri River.

FIFTY PERSONS MISSING.

CUBA.

Arrival of More Troops from Spain—A Report Falsified.

HAVANA, April 24, 1869.

A Spanish transport arrived here to-day with 1,000 soldiers to reinforce the armies engaged in putting down the insurrection.

Nothing further has been heard about the contemplated surrender of six hundred revolutionists near Cienfuegos, and it is now thought that the story is untrue.

NASSAU.

Military Preparations—Prominent Cuban Insurgents in the Town—A Spanish Demand Refused.

NASSAU, N. P., April 17.

VIA HAVANA, April 24, 1869.

Military preparations are being made here in view of possible complications with Spain.

A brother of the Cuban insurgent General Quesada and a son of General Cespedes are here.

The Spaniards have demanded the surrender of the Cubans engaged in the capture of the steamer Comandante, as also of several others. The demand has been refused and the Spanish authorities referred to the government at London.

Keepers of lighthouses have been instructed to prohibit the approach of foreign vessels.

ENGLAND.

Great Britain to Recognize the Independence of Cuba.

LONDON, April 24, 1869.

It is rumored that the government will adopt a new and bold policy with reference to the Spanish-Cuban question. Belligerent rights are to be conceded to the Cuban insurgents. Assistance may also be rendered to them and the independence of the island thus assured. This, it is argued, will prevent annexation to the United States, and at the same time give a show of consistency in the Alabama claims and belligerent rights question pending with the American government.

IRELAND.

Reported Assassination in Tipperary.

LONDON, April 24, 1869.

A despatch from Dublin states that Hugh Bradshaw, a well known Irish magistrate, has been shot in Tipperary.

PRUSSIA.

Patriotic Offers to the Government in the Event of War.

BERLIN, April 24, 1869.

King William yesterday received a deputation of persons who had volunteered to care for the wounded in case of a war. The King congratulated them upon their humane undertaking, and sincerely hoped for favorable results from it. He thought, however, the object of their association apparently distant, but said that if war should break out, he hoped merited success would attend their efforts.

SPAIN.

Exclusion of Queen Isabella and her Children from the Throne—Proposed Treaty of Commerce with Great Britain.

MADRID, April 24, 1869.

In the Constituent Cortes yesterday Señor Orense, one of the republican deputies, introduced a measure calculated to forever exclude all the Bourbons from the throne of Spain. An amendment was proposed, and carried by the majority, whereby the ex-Queen Isabella and her children only are excluded. Señor Zorrilla introduced a bill for the promotion of general education.

Señor Figueroa, the Minister of the Finances, proposed the negotiation of a treaty of commerce with Great Britain.

AUSTRIA.

Opening of the Hungarian Diet—The King's Address.

PESTH, April 24, 1869.

At the opening of the sessions of the Diet yesterday, Francis Joseph, King of Hungary, made a peaceful address. He said that there was much important legislation to be accomplished. The internal reforms of the country, he said, required the concentration of the entire power of the nation and the good sense and moderation of the people. The relations between Austria and the other Powers of the world offered a peaceful prospect.

In concluding he reminded the representatives that it was necessary to carry important reforms.

PASSAGE OF THE PRIMARY SCHOOL LAW.

VIENNA, April 24, 1869.

In the Reichsrath the question upon the final passage of the Primary School law led to an excited debate, the Polish and Tyrolese members opposing it strenuously. Upon the closing of the debate the Polish and Tyrolese delegates submitted a protest against its enactment and quitted the Chamber. The vote was then taken and the law passed.

FRANCE.

Adoption of the Budget by the Corps Legislatif.

PARIS, April 24, 1869.

The budget for the current year, which was presented by the Finance Minister some time since, has been adopted by the Corps Legislatif.

ITALY.

Abolition of the Death Penalty.

FLORENCE, April 24, 1869.

The Court of Appeal has had under consideration the penal code for some time. They have concluded their examination, and have unanimously agreed upon the abolition of the death penalty.

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THE PLAINS

Heavy Snow Storm at Fort Laramie—Canadian Emigration to Nebraska.

ST. LOUIS, April 24, 1869.

An Omaha despatch says a heavy snow storm is reported at Fort Laramie and Fort Union. On Wednesday the troops in pursuit of marauding bands of Indians were delayed by the snow.

John Buff, of the Union Pacific Railroad of Directors, will go West with General Dodge, Chief Engineer, to inspect the work of the western end of the road. The travel overland is increasing. Daily trains from the East and South are arriving, crowded with passengers.

A heavy Canadian immigration is arriving for the settlement of Nebraska.

THE LAKES

The Upper Lakes Clear of Ice—Navigation of Lake Superior Resumed.

TORONTO, April 24, 1869.

The Georgian Bay is clear of ice and the steamers have commenced running between Owen Sound and Collingwood. The Algoma will leave the latter place on the 1st of May for Sault Ste. Marie and the intermediate ports.

The accumulation of ice in Port Colborne harbor continues to increase. Until it moves vessels will be unable to pass out or enter the Welland Canal. The first north wind will probably drive it out.

Lake Erie—Ice Still Firm in Buffalo Harbor.

BUFFALO, April 24, 1869.

The ice in the bay is still firm. The field of ice that blocks navigation extends at least twenty-five miles out.

LOUISIANA.

The Trial of Auditor Wickliff—Payment of Interest on the State Debt.

NEW ORLEANS, April 24, 1869.

The announcement of Wickliff's acquittal on the first indictment, last night, was premature. The verdict was not agreed upon until six o'clock this evening, when a verdict of "not guilty" was returned. The trial on the next indictment is fixed for Monday next.

The May coupons on the State debt will be paid at the Citizens Bank at New Orleans, the Bank of America, at New York, on presentation.

MARYLAND.

St. George's Society Celebration—Provincial Council of the Roman Catholic Church.

BALTIMORE, April 24, 1869.

The St. George's Society of Baltimore celebrated their anniversary last night.

The tenth Provincial Council of the Roman Catholic Church embraced within the province of the Archbishop of Baltimore convenes here to-morrow. A number of bishops from the Southern States, Pennsylvania and Ireland, are expected to attend.

A large delegation of Odd Fellows will leave here to-morrow to attend the celebration in Philadelphia on Monday.

PENNSYLVANIA.

The Odd Fellows' Celebration in Philadelphia—Suicide of a Physician.

PHILADELPHIA, April 24, 1869.

The city is filling up with delegates to the semi-centennial anniversary of Odd Fellowship on Monday. At night a grand ball takes place at the Arch Street skating rink, the largest edifice of the kind in the Union.

Dr. George W. Howell committed suicide this morning by shooting himself in the bathroom of his residence in Brown street. He was laboring under a depression of spirits caused by pecuniary difficulties. He leaves a wife and daughter.

NEBRASKA.

Frightful Disaster on the Missouri River—Steamboat Explosion—Fifty Soldiers Lost.

CHICAGO, April 24, 1869.

A special despatch from Sioux City says the steamer Useldu, en route for St. Louis, with discharged soldiers from the various posts up the Missouri river, struck a snag this morning about thirty miles above Sioux City, and while sinking her boiler exploded, killing and wounding a large number. Fifty persons are reported missing. The steamer Undine left Sioux City immediately for the wreck with a number of physicians.

NEW YORK.

Another Railroad Accident—A Train Runs off the Track on the Rome and Ogdensburg Railroad—Several Persons Injured.

OGDENSBURG, April 24, 1869.

The two P. M. train from this place, going southward on the Rome, Watertown and Ogdensburg Railroad, ran off the track two miles south of Ogdensburg. Henry Barber, the engine driver, leg broken, and Robert A. Church, assistant postmaster of this city; H. A. Hatch, express messenger, and—Stone, a baggage man, were injured.

The express messenger, who was thrown off and toppled over, thus causing the casualties. The first passenger car ran off the track, but maintained its upright position. None of the passengers on it were hurt. The engine remained on the track.

The Buffalo Road of Trade—Railway Travel Between Buffalo and Detroit Resumed.

BUFFALO, April 24, 1869.

The Board of Trade this morning appointed the following gentlemen as a committee to attend the convention at Chicago relative to cheapening transportation from the West to the seaboard: Messrs. D. S. Bennett, F. W. Pike, S. K. Worthington, C. J. Mann and C. R. Burt.

The water of the Grand river (Canada) receded rapidly this morning, leaving the track of the Grand Trunk Railroad between Buffalo and Detroit clear and unimpeded. The trains leave and arrive by this route on time now.

MASSACHUSETTS.

Further Developments of Corruption in the Boston Police Force—The Herald's Charges Sustained—Detective Officers Shielding Murderers—Intense Excitement Against the Police Department.

BOSTON, April 24, 1869.

The developments of corruption in the Boston Detective Police Department are still multiplying and the public excitement and indignation are increasing. The statement published some days since exclusively in the NEW YORK HERALD that there was, possibly, existing evidence pointing to the murderers of the Joyce children and that when brought to the notice of Boston officers they paid no attention to it, was the cause of bringing about a secret investigation on the part of the Legislative committee at which all the statements made in the HERALD's account of the case were substantiated. A secret hearing there has been another in public, during which Mr. Bennett, one of the counsel conducting the investigation, called the attention of the committee to what he termed a most alarming statement of the NEW YORK HERALD about the murder in question, adding that he would like to have all that came out of the private sitting of the committee made public. This, however, the committee refuses to do, but it does not deny that the HERALD's account of the case was substantially correct and reasonably believed that certain of the Boston police are now and have been for a long time in possession of evidence which would warrant the arrest of parties probably guilty of one of the most diabolical murders ever committed in this country. The only popular explanation why the officers have failed to do their duty is that their movements were retarded by greenbacks in this as in other cases before exposed. The public feeling here now is so strong that it would seem that the HERALD's anticipations of the discovery and punishment of the murderer will be realized within a day or two. The police have been much agitated under the popular excitement, and one of the leading detectives has attributed the whole exposure to the NEW YORK HERALD. One of the counsel conducting the investigation, in conducting the investigation, when interrogated as to why the testimony taken in secret was not made public, answered that if it had been the indignation of the public would have been so great that the City Hall and all the occupants of the Police Department would have been mobbed.

Dedicating a Fenian Monument at Lawrence.

LAWRENCE, April 24, 1869.

An immense Fenian demonstration was made here to-day. The members of the brotherhood appeared in uniform dress, in large numbers, and marched to the grave of Timothy D. Leary, who harbored Deacy, in Manchester, and was obliged to fly from the British authorities, where they placed a monument to his memory. Mr. J. H. Brown, chairman of the Union Fenian Convention, addressed the assembly. George F. Train speaks to-night.

Recovery of Silks Stolen in New York—Mail Robber Committed.

BOSTON, April 24, 1869.

Samuel Harrison has been arrested here for negotiating the sale of silks recently stolen from Henry Bailey & Co., of New York. The silks were valued at \$1,500 and were recovered.

Patrick Philip Haggerty, charged with stealing money from letters from the Lowell Post Office, was to-day held for trial in \$5,000 bail.

ILLINOIS.

Suicide of Boys—The Illinois Wheat Crop.

CHICAGO, April 24, 1869.

At Vermont, Fulton county, Illinois, on Monday last, a little son of J. H. Harris, aged about thirteen years, was found suspended by the neck with a strap in his father's barn quite dead. In the afternoon the same day a son of Colonel Tenney was found hanging in a similar manner. No cause can be assigned for these coincident acts of self-destruction. The most interesting incident last evening and the jury rendered a verdict that Woodward came to his death by disease of the heart.

No DETECTIVES WANTED.—The latest act of the Police Commissioners, which has given rise to much discussion, is the removal of detectives Nagent and McWilliams, who are reduced to the rank of patrolmen. The removal of these two men is an involuntary one from desperate thieves, and this action of the Commissioners may be regarded as an invitation to the experts of New York to try their hand on the other side of the river just now.

YACHTING.

The Atlantic Yacht Club of Brooklyn—Preparations for their Annual Regatta—Table of Measurements for Allowances of Time—A Spring Cruise up the Sound Decided upon.

The Atlantic Yacht Club of Brooklyn, at an adjourned meeting held on Thursday last at their elegant and new club rooms, No. 149 Montague street, decided upon all the preliminary arrangements for their usual summer regatta, to be held on the 8th of June next. This event is always one of great importance to the gentlemen of our sister city, and it is looked forward to with interest by all lovers of aquatic sports in this section. This is very natural, as many of the boats of the association have nobly won a reputation for their honest merits, and truly but few clubs extend have evinced, within the last two or three years past, more enterprise in building vessels or enthusiasm in holding regattas in our charming waters than this.

In the regatta to take place the coming season the boats will be divided as follows:—

Schooners into two classes, those under and those over fifty feet in length.

Sloops into four classes. First, those over forty-eight feet; second, those of thirty-eight feet and under forty-eight feet; third, those under thirty-eight feet; fourth, such as are without cabins, or open boats.

The allowance of time will be of two kinds. First, for differences of length, agreeably to a scale heretofore annexed, and secondly, for the area of canvas in excess of 100 feet for each square foot of a vessel's largest immersed section and in that proportion for fractions of a foot at the rate of 5-100 of a second for each mile of a course to be sailed over.

These allowances, deemed to be just and equitable, will be added or deducted from the boats containing in the race, as shall be their length.

The club advise that the theory of this canvas measurement is that the resistance to be overcome by a vessel in sailing is the amount of square feet of her hull to be forced through the water, and that experience has shown them that one hundred square feet of sail on each square foot of the hull will be propelled through the water, or in other words, is the proper allowance. Of course, if a boat has more than her proportion of canvas she would give time to her faster vessel, or vice versa.

It is by this method the differences in sails are thus provided for as well as the matter of a boat's length.

The measure of the immersed section of a vessel, already prepared a plan for the accurate measurement of the immersed midship section of a yacht, and he will measure each yacht entered for the coming regatta.

The club has given notice that all entries for this friendly race must be made forty-eight hours before the sailing of the regatta, and that the usual particulars of their boats, owners must state in their communications when applying for the race the lengths of their yachts on the water line, the number of sails proposed to be carried at that time, with their full or outside measurements. None but fore and aft sails will be allowed in this contest.

The table prepared by the club for allowances of time, based on the lengths of their yachts on the water line, for each mile of a course sailed, is as follows:—

PROSPECT PARK FAIR GROUNDS.

Closing of the Entries for the Prospect Park Fair Grounds Association Purse.

The entries for the Prospect Park Fair Grounds Association closed last evening at their rooms in Brooklyn. The purses were all well filled, with the exception of the one offered conditionally for Lady Thorne and Mountain Boy. From our knowledge of the determination of Commodore Vanderbilt not to allow his horse to trot in company with more than one we knew that this purse was unlikely to be filled and were, therefore, not disappointed. The saddle purse also failed to fill. An inspection of the entries, which we believe, will soon be shown their character, comprising, as they do, some of the best horses in their special rates of speed in this country. The inaugural meeting of this association may therefore be expected to be one of unusual interest. At present the grounds are in fine condition and ready for training purposes. The club house, the stands, the stables and all the appointments of a well regulated club are now in course of completion, and at the time selected for the meeting everything will be in perfect keeping with the designs of the management to insure a high degree of comfort and satisfaction both to themselves and the public.

The following are the FIRST DAY.

FIRST RACE.—For horses that have never beaten 2:20, purse \$200, to the first, \$100 to the second, \$50 to the third horse.

D. Mace entered bay mare Lydia Thompson.

D. Mace entered bay mare Ellen Trent.

D. Mace entered bay mare Lady Ella.

D. Mace entered bay mare Trenton, formerly Trent.

SECOND RACE.—For all double teams, purse \$1,500, \$1,000 to the first, \$500 to the second, \$150 to the third horse.

D. Mace entered bay gelding Twang and gray gelding Mack.

B. S. Wright entered black stallion Darkness and black gelding Walter.

W. L. Simmons entered brown gelding Old Put and sorrel stallion Honest Allen.

FIRST RACE.—For all horses that have never beaten 2:20, purse \$200, \$100 to the first, \$100 to the second, \$50 to the third horse.

John J. Hornbeck entered sorrel gelding Agilis.

D. Mace entered bay mare Lydia Thompson.

John J. Hornbeck entered bay mare Mike Norton.

J. Cudney entered bay mare Atlanta.

John Murphy entered bay mare Lady Norton.

E. Ward entered gray gelding Clarence.

Owner entered brown gelding St. John.

SECOND RACE.—For saddle horses, did not fill.

Third race—For all horses that have never beaten 2:20, purse \$1,000, \$2,000 to the first, \$700 to the second, \$300 to the third horse.

W. L. Simmons entered bay gelding Sheppard Knapp Jr.

Charles Champlin entered sorrel gelding W. H. Taylor.

One of the counsel conducting the investigation, in conducting the investigation, when interrogated as to why the testimony taken in secret was not made public, answered that if it had been the indignation of the public would have been so great that the City Hall and all the occupants of the Police Department would have been mobbed.

WESTCHESTER COUNTY.

Protective Organization.—In order, if possible, to keep pace with their brethren elsewhere, the laboring men of Tarrytown and vicinity have organized a branch of the New York Laborer's Union.

The branch has been organized by Mr. J. H. Smith, and consists of about twenty members. A president, secretary and treasurer of the association have been duly elected, and regular meeting nights of the society are designated and observed.

REUNAW. ACCIDENT AT TARRYTOWN.—While Henry Fischer, a butcher doing business in this village, was driving in Broadway yesterday morning, his horse took fright, and becoming unmanageable, subsequently ran against a tree, injuring itself fatally. The driver was violently thrown to the ground and lacerated, and the vehicle passed over him, inflicting bruises which it is feared may prove serious. It may be added that the wagon was completely destroyed.

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